

Triumph Mayflower Club

TRIUMPH



CLUB

SUMMER ISSUE 2021 No. 172



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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FLOWER POWER

CONTENTS

EDITORIAL	Page 2
CHAIRMAN'S REPORT	Page 3
AROUND THE WORLD IN 26 LETTERS	Page 3
WEBSITE UPDATE	Page 11
RESTORING A MAYFLOWER IN RECORD TIME	Pages 8 - 9
MEETS . . . AT LAST	Page 6
LETTERS	Pages 1, 4, 5, 7, 10, 13, 15
FISKERTON SHOW	Page 14
SPARES AVAILABILITY	Page 16

Cover: Paul Burgess on May 31, attending the A47 Car Show and Autojumble, near Thurlaston, Leics. More pictures on page 6

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

Spot the Mayflower

The chase scene towards the end of
Carry on Cabby
(© Pinewood Studios Production Co)



Letters Coupé conundrum

Hi Barbara,

I thought I would drop you a brief e-mail as I was captivated by the photograph of the scrapyard Mayflowers in issue 170 (page 5), and would like to know more.

Have another close look at the grey Mayflower in the forefront, which has no roof at all — I wonder if this was the one-off coupé model and the roof is missing because it was a pull-back vinyl roof?

The possibilities are endless — a home conversion of a sun-roof that went mad; somebody needed a section of metal that size; possibly used for sledging (just a thought, given the shape), or indeed it is the coupé.

Against it being the coupé are the later-type door handles and the position of the fuel filler. However, it is an extremely interesting conundrum.

Many thanks, keep up the good work
Howard Pryor (551)

Can anyone help to solve this mystery? If so, please let me know.— Ed.

Editorial

Hello fellow Mayflower lovers!

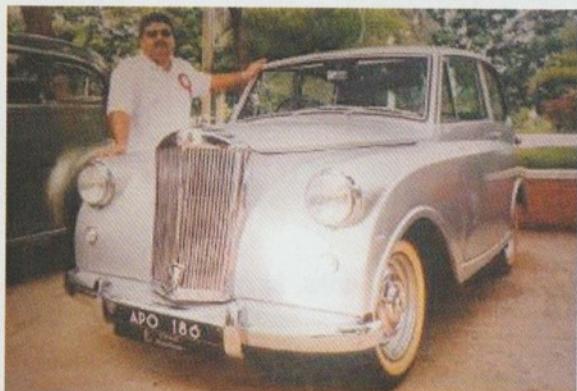
Welcome to your Summer 2021 edition of *Flower Power*. Here in the UK, we are starting to see a semblance of post-Covid 'normality' returning, albeit slowly, and I hope that our members elsewhere in the world are also beginning to see some positive changes.

I'd like to begin by welcoming member 1300, Rajesh Khendry, whose photo is at the bottom of this page. Not only is it a very long time since we've had a member from India, but also reaching 1300 is a big milestone for the club.

Now, I'm thrilled to be able to tell you that at long last some events have been able to take place; you'll find some photos in the following pages. Hopefully there will be more shows, rallies, etc, to report on in the next issue, let me know if you've been able to attend any events. Please note that the Triumph Razoredge Owners Club's Summer Rally, mentioned in my last editorial, has been postponed to September 19 (further details on our website).

Other features in this issue include the story of possibly our youngest member (do correct me if you know otherwise), Simon Crossland, who did a fantastic job restoring his car in... well, read the article and you'll find out! There is also the tale of a Mayflower called 'Kettle'; is this perhaps the most unique name to date? Is it male or female? Let me know what you think.

TMC Technical Officer John Leslie, who lives in New Zealand, has provided an informative follow-up to the article about thermostats which was written by Vice Chairman Paul Burgess, and featured in issue



Member 1300, Rajesh Khendry, from Hyderabad, India

171; more to come from John in the next edition. Also, Web Editor Rob Davies will be giving an update on the latest situation with regards to E10/E5 fuel. There will be some Mayflower photos from 'Down Under', as well as the remarkable history of the car owned by one of our French members, which was in its early years used as a makeshift 'ambulance'.

Finally, I have an important message from the Club's Membership Secretary:

Members — May I point out to you that there are now two renewal dates per year, and your membership certificate is the place to go to know when your renewal is due (I will also try and send you a personal e-mail or phone call to remind you). The up-dated renewal form can be found on the website, but please contact me if you do not have access to the internet as renewal forms will no longer be available in *Flower Power*. If you would like to pay multiple years in advance, and avoid any price increases that may occur, this is acceptable.—John Corley.

My thanks as always to all our contributors, and please keep those articles coming!

Happy, but Covid-safe Mayflowering
Barbara

Welcome to new members

1300
1301
1302
1303

We are currently unable to show members details

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are November 30 and March 31. All correspondence should be sent to Barbara Davies by post or by e-mail.

LOOSELEAF WORKSHOP MANUAL

A4 copy of Triumph Mayflower Workshop Manual

All ready to go into a A4 Looseleaf Folder

To clear £10 + £3 P&P

Please contact jgogay@aol.com

Chairman's report

Hello all

I'm sad to say that I'm giving up the role of Chairman. I have been trying for over a year to hand over the reins but we have not had an AGM to do so

It seems there may be a meeting coming up in the near future, so if you would like to take the job on, please come to the next AGM and volunteer. I think Paul Burgess is trying to sort out a date, to make sure it doesn't clash with anything else.

Anyway, thank you for your support, and if you feel you could be the next Chairman, please apply.

Regards
John Castle (Chairman)

Hopefully there is a member out there who would like to take on this challenge. Thanks again John, on behalf of the membership, for all you've done for the Club. —Ed.

Around the world in 26 letters

Well, I must admit that 'K' has been a real challenge, and I've had to cheat a little . . . Having scoured the internet, and past *Flower Powers*, for Mayflowers in Kazakhstan, Korea and the like, I drew a complete blank. Therefore I've stayed a little closer to home, and the Celtic 'country' of Kernow.

As I'm sure many of you will already know, Cornwall (or Kernow, as native Cornish people call it) was considered to be 'separate' from the United Kingdom until less than 500 years ago.

Calls for independence continue to this day, so for the purposes of this piece, 'Kernow the country' it is.

After the big build-up, I'm sorry that the picture is, er, somewhat disappointing. It's courtesy of 'Rustdreamer', who has a 'Flickr' section called 'Long Term Parked' (aka 'abandoned').

If you're not familiar with the Internet, 'Flickr' is a website where people can share photographs; it's worth having a quick look at 'Rustdreamer's' pictures, if you're interested.

I believe we have some members who live in Cornwall, so if you are reading this, and would like to send me some photographs of your Mayflowers, I'd be very grateful. —Ed.



Letters

A Mayflower with a famous owner

Our Membership Secretary, John Corley, was contacted a while ago by someone trying to find out what had happened to his great-grandfather's, and subsequently grandfather's Mayflower. John was able to put him in touch with the car's current owner who is one of our members, Christopher Thompson, from Braintree in Essex. Chris wrote the following to the enquirer, Stephen Huntley:

Hi there Stephen,

I understand from John Corley at the Triumph Mayflower Club, that you have been enquiring about NLX 715. You will be interested to know that it is safe and well.

I acquired it in 2000 from a man from Elmstead Market, near Colchester, who I understand found it in a scrapyard in Southampton(?), some years earlier.

He had completely restored it to 'Concours' condition. Originally it had been a light blue colour but was by then maroon, as it is now.

Luckily I have the original logbook which shows it to have been owned as follows:

Harold Radford and Co Ltd — May 1953

Mabel Edith More — June 1953

George Albert Huntley — (March?) 1954

Brian George Huntley — June 1967

Frederick Barnes — August 1971

Leonard Bingham — date not given.

As I am not very mechanically minded, I have kept it very much in the condition I bought it in; using it only for shows and very short journeys. A friend of mine is at present helping me to fix a water leak on it, but I do run the engine at least once a week, to keep it in good order. Apart from that, it is in excellent condition.

If you can let me know any more details or information about the car's history, or send me any old photographs of it, I would be most grateful.

Stephen Huntley sent Chris the following reply:

Many thanks for contacting me; it's great to know that the Mayflower is still on the road. It was purchased in 1954 by my great-grandfather, George Huntley (he was known as Jack), from Vincent's of Reading; then in 1967 he passed it on to my grandfather, Brian. For both of them, it was the first motor vehicle they had owned.

My dad had always recalled that he was told Vincent's purchased the Mayflower from the



film actor, Kenneth More; the entry in the log book seems to confirm this, as Mabel More was Kenneth's second wife.

The story was that Kenneth More purchased the car new, just before he became a household name: later in 1953 he had his first big success with the film *Genevieve*, after which he then sold the car to Vincent's so he could purchase something better.

The photograph (on Page 4) shows my grandfather standing in front of the car. We are

not sure where it was taken, but he would have been in his mid to late 20s, so the photograph would have had to have been taken in the mid to late 1950s.

What a shame Kenneth More wanted to own a 'better' car; what's better than a Mayflower?! Do any other members recall someone famous featuring in their log-book? If so, let me know.—
Ed.

BOOK REVIEWS *(an appeal...)*

I intend to produce a new section on the website, featuring book reviews of anything to do with cars. If the book has a reference to The Mayflower, Triumph, or Standard Triumph, all the better, but this is not essential.

If members would be kind enough to send a brief book review (anything between 350 and a 1000 words), together with the vital information of:

Full title

Author

Publisher

ESBN

then these could also be included. I already have reviews for the following books:

Cars of the Standard Motor Company

The Worst Cars ever Sold

Triumph and Standard Cars 1945 to 1984 — A Pictorial History

Triumph cars — from Tri-car to Acclaim, the complete story

Any others would be very gratefully received. I hope to have the new website section up and running in the next month or so, depending upon response.

Please send copy to robertldavies@btinternet.com

Rob Davies, Website Editor

Meets ... at last!

I'M DELIGHTED to be able to include some photographs of our members, out and about with their Mayflowers at a variety of events (something which this time last year was almost impossible). All these photographs were taken in the UK — it would be great to receive others from around the world, as Covid restrictions are lifted.—Ed.

Front cover Paul Burgess on May 31, attending the A47 Car Show and Autojumble, near Thurlaston, Leics. Apparently some 500 cars, bikes and trucks attended the event.



4)



2)

2) Paul again, this time at Kilby, Leics, on July 14.

3) July 15: Paul is joined, in Hinckley, by Club Chairman John Castle.

4) Well ... it's Paul again! It's three days later and Paul has this time travelled to Market Harborough, Leics.



3)

Letters**'Faultless' thermostat**

Hi Barbara

I have just received my very welcome copy of *Flower Power*, and note the very informative article on the thermostat and cooling system. Many thanks to Paul.

There is a little known, but inherent, problem with these old (bellows type) thermostats, so I thought I should flick this email off to you while it is in my mind.

You will note from the text and the drawings provided that the bellows expand due to rising temperature, and this opens the valve. Also, that the cooling system is non-pressurised. These facts can cause a problem if, for any reason, pressure is created in the cooling system.

If any pressure is allowed to develop in the cooling system, this pressure will tend to 'squeeze' the bellows, causing them to contract, and therefore close off the valve. The effect of the pressure (tending to close the valve) is enough to overcome the effect of the temperature (tending to open the valve).

Our club may not have been the first

Dear Barbara,

I've been spring-cleaning my office and turned up a copy of *Autocar* from July 1956. On page 59 there is a letter, which reads as follows:

'For Mayflowers — Start of Owners' Club: I have recently started the small beginnings of a private 'Mayflower Club'. The objects are more-or-less for local owners to get together

A bad scenario, therefore, starts off with maybe a heavily loaded engine, running hot (say on a hot summer's day). The high temperature generated causes the valve to open, but it also tends to cause the water to boil.

If the water does boil, it will tend to increase the pressure in the system, especially if the vent pipe is restricted somewhat. This combination can cause the 'non-pressurised' system to become a pressurised one. This, in turn, closes off the valve at the very time we want it fully open!

Note that this problem does not occur with wax type thermostats, as the total volume of the wax element does not increase significantly during heating, and so even if pressure is generated, there is nothing much for it to 'squeeze'.

As I write this, I cannot remember which (wax type) thermostat I fitted years ago, but I do know that it has performed faultlessly over the years, even with a very heavily loaded car and in very hot temperatures. When I get a chance I'll have a look and see what I did.

*John Leslie, 994 (New Zealand)
Technical Officer for TMC*

Very many thanks for this, John; I will report back on your 'faultless' thermostat in the next issue.—Ed.

more-or-less for local owners to get together and discuss queries, to help each other, manually if necessary, and to have a rally occasionally, with perhaps a competition laid on eventually. H. J. Buddle.'

I don't remember whether I've shown this to the club before (it's my age) but, if not, it may come as a surprise to learn that there may have been a Mayflower Club 18 years before the present one was founded. Mr Buddle's efforts may, of course, have come to nothing, but we'll never know.

*Best wishes
Peter*

WANTED YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out, Your Mayflower —

Please send them to the Editor

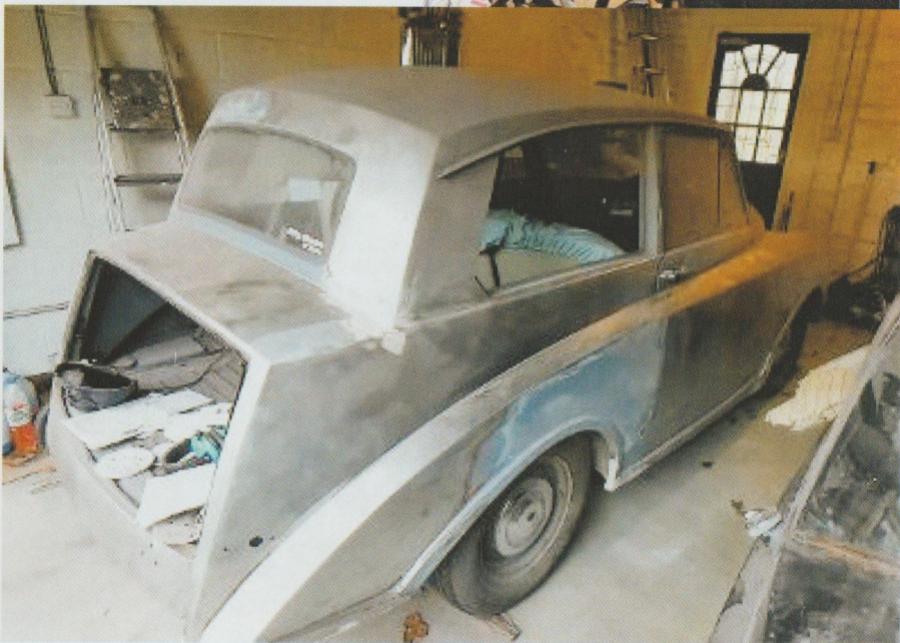
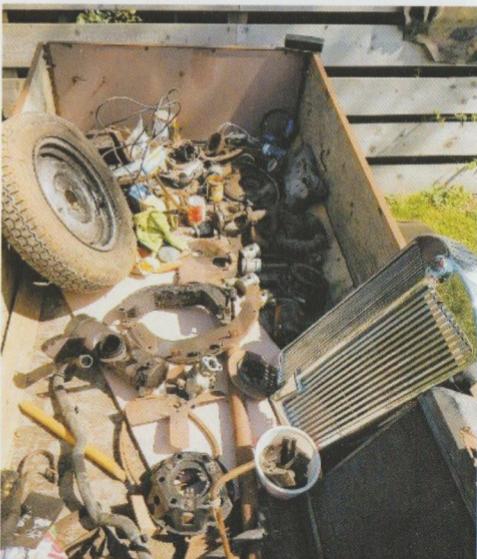
Restoring a Mayflower in (probably) record time

by Simon Crossland

I AM MEMBER number 1265, and here is a brief story and some pictures of my 1952 Triumph Mayflower, 'Mavis' (KOU 741). I bought this car (with the engine in the boot in bits) in 2019.

I rebuilt the engine and I then had to do rather a lot of welding to the front corners of the floor, then sanded it all down and gave it a respray. The wheels are currently waiting to be cleaned and painted, but they will be the same blue as the car.

I had to find another Mayflower as a donor (you can see it in one of my garage pictures), as I am always needing parts to keep mine going.



Being only 32 years old myself I get quite a few surprising conversations from the general public when I am out and about.



The last photograph shows Mavis with her wheels finished.

Congratulations Simon for restoring your Mayflower in what I would think is probably record time. — Ed

Letters

Introducing The Kettle

Hi Ed,

I am a newish member, 1280 or 1283 I think, Stephen Simcoe (or 'Bim', as I am known).

A bit about my ownership: I purchased my Mayflower from a friend who had lost his storage facility, not intending to keep it, but this little car has got under my skin, and joined my other keepers: a Mk 2 Jag; Triumph Herald; Triumph Gentry; and a Armstrong Siddeley.

When I got it/him, it had been standing for a few years but was running and stopping. However, the radiator was blocked and used to overheat, leading to its name of . . . 'The Kettle' (don't know if that is male or female).

A rebuilt radiator was purchased from Hereford Radiators (an outstanding service — ordered on a Friday, built on the Monday, picked up on the Tuesday).



The suspension bushes were non-existent, but a pack of spare bushes was in the boot. I fitted these, and this transformed the steering and ride. I have left the paintwork as found (patina). Since owning the Kettle I have covered over 1,000 miles with no problems.

If anybody has any history of it, please let me know (it was in the club a few years ago). The registration is CGR 850.

*Bim Simcoe, 1280
Rugby*

PS — I forgot to mention that earlier this month, the starter motor decided to give up after 60-odd years (they don't make them like they used to!!). I e-mailed the stores, and got a reply to say they were still available new from MEV. From ordering to fitting, it took just three days; quicker than most new parts for modern cars!

Unfortunately, Bim, so far I've been unable to find anyone who remembers The Kettle in her former life, so if any of our readers has any recollections, I (and Bim) would be very grateful to hear from you.— Ed.

Website update

Events calenders

THE WAY events calenders appear has changed: As part of the on-going review and improvement of the website, notices of up-and-coming events are now shown in order of receipt, in a similar manner to the 'Local Events' page (where reports of events that have already taken place are posted) which has been a success since the inception of the website.

The change from regional lists has become necessary because it has been difficult, and

time-consuming, to research and list every event in each region. The new system will allow any member, UK or worldwide, to simply e-mail me with details of their local event, and it can be included.

It can be a single event, or a series of events throughout the season; in fact anything you feel is of interest (including a report of any events you have attended, for inclusion in the 'Local Events' page).

*Rob Davies,
Website Editor*

*E-mail to:
Rob Davies at
robertldavies@
btinternet.com*



Remanufactured Dash Knobs Available



609/01 Set of the 6 above @ £40.00

102/13 Handbrake Operating Wedge @ £7.50

140/01 Inner Door/Window Handle Escutcheons @ £7.50

UK P&P is £2.50 for any quantity

118/18 Ignition/Light Switch Knob @ £9.00

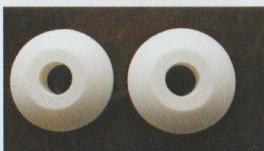
118/21 Wiper Knob @ £7.50

118/15 Panel/Roof Knob @ £7.50

123/01 Choke Knob @ £7.50

123/07 Starter Knob @ £7.50

118/24 Heater Switch Knob @ £6.00



Contact: Paul Burgess, Spare Parts Coordinator
pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

2 MAYFLOWERS FOR SALE



I have 2 Triumph Mayflower cars plus loads of parts for sale. It was my intention to make one good one from it all, but alas never got around to it. My dad had one as his first car. I have been buying parts whenever they have come up. I feel now its time to let someone else have a go. Items located near Norwich NR12 post code. Would sell complete for £1500, both cars are full of parts. The green car is very solid, with V5, engines, a rebored block, gearboxes, suspension units, etc. I would like it all gone as I am never going to get around to doing them.



Please contact:
Terry Holby
E-mailing
ttryhlt@aol.com

Classic British cars: made in Coventry

CLUB MEMBER 551, Howard Pryor, one of our Technical Officers, spotted this advertisement which featured in television programme, *Classic Car Weekly*, on June 2. The programme (which is still available on BBC i-Player) is very interesting in itself, but

disappointingly there is little mention of the Mayflower; a bit strange, as they feature so prominently in the advert. It's worth watching though, especially in light of our Chairman's recent recollections of working in the Coventry car plants. —Ed.



BBC iPlayer, anytime

Riley, Alvis, Standard, Triumph, Hillman, Daimler and Jaguar. If reading any or all of those names has quickened your pulse, then this show was made for you.

Coventry boy and vet/engineer Mark Evans tells an hour-long, fast-paced, but night-on complete history of Coventry's place in the story of the motor vehicle.

The rivalry between Sir John Black and Sir William Lyons, the golden

age of the 1950s, and of course, British Leyland are all covered in considerable detail.

However, it's the personal touches that make it a must-watch. Interviews with relations to the Coventry bosses (like Pat Quinn, William Lyons' daughter) are eye-opening; the shock of hearing rally driver Rosemary Smith describing the Hillman Imp as rubbish is similarly revelatory.

Murray Scullion

Fiskerton Show

by John Oglesby (407)

I HAD A great time today (July 24) at Fiskerton Show (Fiskerton being in Nottinghamshire). We had just parked up our Toyota Celica T-Sport, when guess what arrived?

Two very nice Mayflowers belonging to Mr and Mrs Grundy from Mansfield. They were members back in 1981 but are not currently members. I have tried to persuade them that the club is brilliant, and well worth joining again!

Totally by chance I was wearing full club corporate clothing, polo shirt and baseball cap, so looked very committed.

Anyway, I have permission from Mr S P Grundy to publish photographs of their cars in the magazine:

The silver car (SPG 61) is a 1952 Mayflower and the black

one (JDM 754) is a 1953 Mayflower. The photograph of the Toyota Celica is just for reference, proving I was Mayflower prepared!

Hopefully we may see the Grundy's return to the club.



Letters**A surprise reunion**

Paul Burgess received this delightful e-mail from Elize Snyman, as a thank you for enrolling her Dad in the club and supplying a set of rubbers:

Hi Paul,

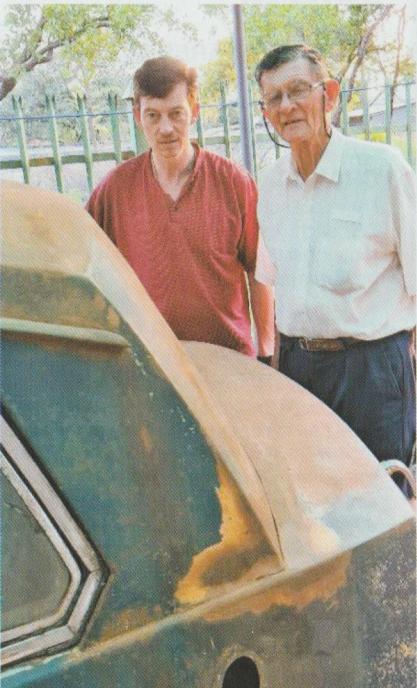
I am attaching some pictures I took in December of my beloved dad and brother, both Kobus Niemand, in Mookgopong, South Africa in December. My dad was absolutely overwhelmed when I visited them as a surprise, and to top it all I brought him all the rubbers for the whole car with from the UK.

I also took his newsletter with me as well; he sat for over an hour reading through it. He can

now start sanding and preparing for the respraying, and is really excited about it.

*Lots of Mayflower hugs
to such a wonderful group of
people at the Triumph Mayflower Club —*

Elize Snyman



SPARES AVAILABILITY— LATEST NEWS

The Triumph Sports Six Club, where we keep our spares, is now open to the public again. As it is a 30 mile round trip for me to collect spares for despatch, I try and limit visits to once a week if orders warrant it.

ANOTHER SPARES STASH

I have collected a stash of spares from the Southampton area, with the kind help of member Phil Achurch. These have now been sorted, catalogued and stored at TSSC and will appear in the next spares catalogue.

CRANKSHAFT PULLEY PROJECT

I have collected the 4 crankshaft pulleys (200189) I have had made, and have sold 2 of them @ £70 each. I should be able to get more made if there is a demand for them. I will try and remember the speed camera on the way out of Rugby next time (not in the Mayflower, or I would have requested a photo!).

CHOKE & STARTER CABLES

I was hoping to report that I had received the choke and starter cables I had ordered. Unfortunately, they were delivered but were not as per the drawing I supplied, so they are being remade. All the firms I approached were unable to source the Lucas hex fitting for the knobs, so I have had to compromise and accept a threaded rod end. As we make our own knobs this is not a problem, and I will supply Mayflower knobs with the cables. When available (end of August?), the cables with knob will be £27.50 + p&p. The company has said I can keep the inner cables, so I now have inner cables with screw knob fitting, which should be a suitable replacement for the starter cable. These are currently available for £10 + p&p inc. knob. I am not sure if they will be long enough for the choke cable — they are 33" overall length.

ACCELERATOR CABLE

Assuming a successful resolution to the starter/choke cable saga, I will ask the company about making replacement accelerator cables (101730/1). There was a used cable I can use as a sample in the last lot of spares we acquired. The last company I approached a few years ago had an issue with the solid rod part of the cable — anyone know of a supplier for the compression spring (59127)?

MAYFLOWER SCRIPT DOOR BADGES

I have ordered 20 Mayflower script door badges (600661), in response to the interest expressed from members to my e-mail. Delivery is expected in August and the predicted price is £25 + p&p. Members who replied to my e-mail will be given priority for orders.

FRONT COIL SPRINGS

Member Gordon McMurray has had some front coil springs (101181) made, and is happy with the result. I am thinking about getting a pair for my own Mayflower and a pair to add to stock. If anyone is interested in adding to a possible future order, let me know.

GEARBOXES

Reminder: Gearboxes for free, collection only. I need the room!

Contact:

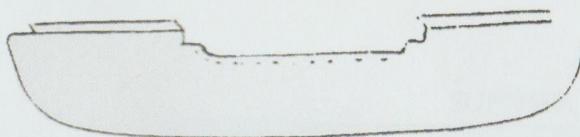
Paul Burgess on: pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

Classic Car Sills

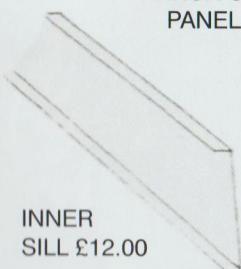
Parts for the Triumph Mayflower



SILL £35.00



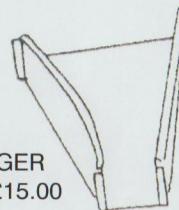
FRONT
APRON £60.00



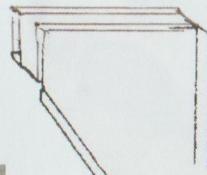
INNER
SILL £12.00



FRONT WHEEL
ARCH SPLASH
PANEL £10.00



OUTRIGGER
£15.00



OUTRIGGER
£15.00



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